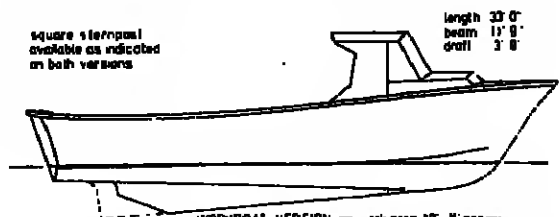
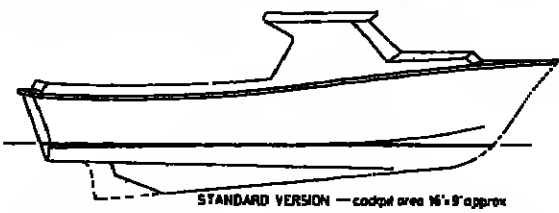


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Smack to keep fuel costs down

"I WOULD like to get a 30-40 ft. fishing boat which can be propelled by sails as well as an engine because of the high cost of fuel and increasing pollution.

"Every day there seems to be a greater risk of being immobilised by a synthetic rope, net or plastic sheet around one's propeller.

"I would like to investigate very closely the economics of using such a boat — principally for beam or other trawling — and to know whether you know of any yards prepared to build such a boat.

"Incidentally, would you call such a boat a smack?"

■ *Ansted's Dictionary of Sea Terms* says that a smack was the name given indiscriminately to any sort of fishing vessel, but that fishermen used to distinguish between a smack and a boat. They considered large, wholly decked craft to be smacks, small, half-decked craft to be boats.

Sails

I think it would be correct today to define any decked or half-decked fishing boat up to about 40 ft. long, which is capable of being propelled sufficiently by sails or engine, as a smack.

I have discovered that there is one yard which is prepared to build such craft — boats which might aptly be described as modern smacks as their hulls can be moulded in GRP and they can be supplied with Terylene sails. It is the Tregateacht Yacht Yard, Mylor Creek, Porthmuth, Cornwall, directed and managed by Terence R. Heard.

If I give you, in brief, the story of how his yard happens to be the only one in the UK regularly building smacks, you will appreciate why it is likely to be able to help you with your investigations more than any other.

Dredging

Until 1989, this yard had always built wooden sailing smacks for oyster dredging in Carrick Roads between October 1 and March 31 each year, as power boats are not permitted to be used for the purpose.

Then Mr. Heard thought it time to mould the hull of one in GRP despite the fact that local fishermen scorned GRP as being fit only for building pleasure craft (Tupperware boats!).

One of the last wooden boats he had built was called *St. Meloris* — after the local patron saint — and had been sailed to the West India after finishing work as an oyster dredger.

Her performance had been outstanding but he moulded his first GRP hull on the

John Burgess' Log



same lines and called the completed boat *Meloris*.

Meloris proved to be quite able to stand up to the rough work of oyster dredging and also to be very fast in local regattas.

The consequences was that the yard received an order for an identical boat to be used, not only for oyster dredging, but for mackerel lining as well.

Her performance was such that a further two orders for identical boats were placed with the yard. And now the four GRP-hulled work with the fleet of 20 or so traditionally-built wooden boats with equally good results.

Except for their hulls, they are similar in every respect. They are 28 ft. overall with a beam of 9 1/2 ft. and draught of 4 1/2 ft.

MORE TO SALMON

MR. W. A. King-Webster of the Innerwell Fishery, Gerleaton, Wigtownshire, has pointed out some errors and omissions in my account of the life-cycle of the salmon, published on February 27. This, he says, is the way things go:

The herring fish lays her eggs in late autumn or early winter. She selects a bed of coarse gravel with a downflow of cold, clean water, and buries them in it. The eggs hatch early in the year.

The little fish, called alevins, are still attached to their yolk-sac and shun the light so long as it lasts.

Fry

When the days lengthen and there is more food in the water, the yolk-sacs are finished and the young fish seek the light, coming to the surface of the gravel and starting to feed. They are then called fry.

During their first summer they grow and, at some point, are called parr. Parr resemble small trout, except that a row of dark blotches, or parr-

marks, down their sides, no generally more pronounced. Parr remain in fresh water for anything from 1 1/2 to 5 1/2 years, in this country, depending on water temperature and food supply.

When ready to go to sea, they become bright silvery and are called smolts. Most smolts are about 5 in. long and weigh about 2 oz.

Disappear

All the year's production of smolts migrate downstream together to the sea in late spring, generally on a heavy flood. They then disappear from our knowledge.

The first fish to re-appear as adults return to the rivers as grilse the following summer, after one winter at sea. Most weigh between four and eight pounds, but larger and smaller grilse are not uncommon.

Salmon are fish which have spent two or more winters in the sea. They may enter the river at any time, but the great majority do so between February and October.

Whatever time of year a fish enters the river, it will re-

main there without digesting any food until the backwater below spawning.

After spawning, male and female are called kelts. The great majority die, but some fish immediately after spawning and have fish on their way downstream or in the sea. Very few fish spawn twice.

The size of a fish depends on the number of winters it has spent in the sea before returning to spawn.

■ Mr. J. Macdonald of Highland Refrigeration Ltd. has been good enough to point out that Scotsman ice-making machines are not, as I referred on March 26, made in the UK. They are manufactured for the company in Italy and America.

Camouflage your boat

"WE GET a lot of people interfering with you which don't belong to them here.

"Can you tell me which is the best colour to paint the boat we use to work in the fishery and our put fish that they are difficult to see at dusk and dawn?"

■ In my experience, a vessel's outline is obscured by a variety of camouflage, it is most difficult to detect at dusk and dawn when coated all over with Light Admiralty Grey paint.

The fact that waterbirds and wildfowling parties are painted this colour is evidence of this.

ANY QUESTIONS?

■ IF YOU have any questions about boats, equipment, gear or methods, John Burgess is prepared to try and answer them. They are sent with a stamped, addressed envelope for reply.

STRIP LIGHT

"WE HAVE seen strip fluorescent lights used for illuminating decks at night. Do you think they are best for this purpose and where can you get them?"

■ I should think the fluorescent lights must be very good for illuminating decks if you have suitable positions to install them and the right power supply. By conventional deck floodlights seem to be adequate in most craft.

You can get both types from Sundia Lighting Ltd., 10 De Grey Street, Hull.

Their Type 5 fluorescent light is a waterproof twin-tube fitting which can be either 1 ft. or 2 ft. long, if an AC power supply is available, or 2 ft. long if there is only a DC supply.

Its deck floodlight is made of copper and has a nickel-plated reflector. It will not corrode and is watertight.

It has a swivel mounting and can be fitted on mast, wheelhouse. It is designed to take a 200 watt lamp and throw a dispersive light.

Dismal prospects for plaice and soles

GOVERNMENT REPORT

NORTH SEA plaice and sole catches are expected to be down this year because of overfishing and lack of new stock coming into the fisheries.

This is the forecast in a recent publication from the Ministry of Agriculture, Fisheries and Food's laboratory at Lowestoft dealing with fishing prospects.

On the near water side, the report says major stocks of demersal fish in the North Sea are now subject to quota.

"The stocks of roundfish, cod, haddock and whiting are reasonably good and there are prospects of good recruitment which should allow our quotas to be taken," it says.

"But the catch rates will not be as good as they might have been if lower total allowable catch figures had been set last year.

"The situation for North

Sea plaice and sole stocks is not so good. Both are suffering from too much fishing and too few recruits. The total allowable catches seem to be set too high to improve the stocks.

"It is unlikely that the UK quotas for these species for 1976 will be taken — because of the expected lower catch rates."

The section of the report dealing with plaice — a species which forms a major part of the landings at Lowestoft — says that since 1960 the total catch of North Sea plaice has been increasing steadily.

The reasons for this were

The increase had been largely due, over much of that period, to the increasing Dutch catch. On the other hand, the English and Danish catches, which had been either fairly steady or falling slowly, now formed a declining proportion of the total landings.

Going up

The review says that there had been a declining catch-rate by Grimsby vessels, but for the Lowestoft trawler fleet it had increased steadily up to 1973.

The reasons for this were

an increase in fishing power and because the Lowestoft fleet seemed to have seen relatively more of the good year-classes.

Previous forecasts by the Lowestoft laboratory have warned that neither the increase in the total catch, nor the Lowestoft high catch-rate, could go on indefinitely and in 1974, for the first time, all fleets had shown a fall in both catches and catch-rate.

The conclusion was that due to the steady fall in stocks, the total allowable catch should be limited to about 69,000 tons. The agreed catch this year had, in fact, been set at 99,000 tons — of which the UK share was virtually unchanged at 27,800 tons.

When boats were home-from-home



Newbiggin beach in the 1880s where families were forced to live in up-turned boats.

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FOLLOWING an article in the April 30 issue about Orkney fisherman, David Reid, using the plug for the Helmaid 54 GRP hull as a roof for the house he is building, we received the above photograph and a letter from reader John Robinson of Newbiggin-by-the-Sea, Northumberland. This shows how, during the hard times of the 1880s, fishing communities had to take to living underneath their boats.

Mr. Robinson writes: "The introduction of Public Health Acts gave local Boards powers of eviction for overcrowded living conditions. In our village this meant that four families were evicted, three of which set up homes in up-turned boats and one in a pigsty."

Herring

"The photograph shows two of the boat houses, the one in the foreground was called *Fiery Cross*.

"The boats were formerly used for herring fishing and called 'mules'. They were 38 ft. long, 5 ft. 8 in. deep and were driven by a long mast and short mast with tug sails.

The 'mule', when up-turned, made a home with windows and door cut in the sides and the bottom sealed. A coal stove produced heat and light was provided by a paraffin lamp.

"Although having to persevere in these conditions, it was still an age of respectability. The photograph shows curtains at the window, table laid with tablecloth and a picture hanging on the rear wall. These boat houses were inhabited until 1897.

"The church in the background is St. Bartholomew's, situated on a point of land jutting out into the sea forming the east end of Newbiggin bay. This church has been a prominent landmark for seafarers since 1220.

SKIPPER Davie Smith's new-look Campbelltown 80 steel sloop *Argonaut IV* was launched last week. Built by the Campbelltown Shipyard, she is due to go into service early next month with the Scottish north-east fishing fleet. *Argonaut IV* was named by Mrs. Wilma Smith, whose husband Robert is the

"The cobbles lying on the banks are typical Northumbrian sailing cobbles stored during summer awaiting the lines fishing, starting in the winter season, which began in September and ended in May.

Mended

"The fisher lady is my great grandmother, Mrs. Francis Lisle Robinson, who is carrying a herring net on her back after it has been dried and mended on the grassed banks."

■ To avoid any confusion over the Helmaid 54 GRP plug being used as a roof on David Reid's house, we would like to point out that the 50 and 54 ft. range is still in production.

skipper's brother and has a half-share in the boat. This vessel has a new look in that the casings have been redesigned to Skipper Smith's exact requirements. She has a gutting shalter and hydraulic rope drums. Main power unit is a Caterpillar 665 hp diesel. More details of *Argonaut IV* in *Fishing News* soon.

WATCHKEEPING RECEIVERS ARE IN THE NEWS

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GRP

You've read the opinions of the experts — but what does the fisherman think...

25.10.75

Dear Sirs

Due to the reaction in 'Fishing News' of late readership to articles about GRP hulls, I thought I should give you a little of my own view on this subject.

I am a very proud owner of one of your hulls — namely the 'WAKEFUL' FD 294, one of your 'Tyler-Wal' 294's.

I would just like to say that I am delighted with the quality and finish of my hull and her handling characteristics at sea. Both whether running light or loaded, she leaves very little to be desired. Her sea keeping qualities are excellent. I have had her now for a full 12 months solid fishing, she shows no signs of any wear at all, only the usual occasional scratch which is nothing.

She has fished the tail end of last year's lobster season and the full fishing season last winter, and this summer, the full mackerel and lobster season and is now trawling again for the winter.

I have yet to meet anyone who does not like her and my list of visitors to view her is endless, including visitors from as far as Iceland and Hong Kong.

Because of her layout she is most easily adaptable to all my fishing needs and she works hard every day and earns her money well.

In my mind, she is the finest hull in her class produced in this country, and I answer 'yes' with pride when someone asks 'is this a Tyler hull?'

I would recommend anyone to buy your hull and also to have it fitted out by the Cardiff Boat Building Co. Ltd., as she is a credit to them, as they fitted out the hull, as well as yourselves.

Yours sincerely

Proud owner of 'WAKEFUL' FD 294

Peter L. Evans

Peter L. Evans

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W.G. Fishsounder and Net Telemetry system. More information on fish detection and trawl behaviour than has ever been available before on one recorder! The Wide Graph system offers: simultaneous or alternative frequency recording whereby the white line echo trace can be switched to 'high' for optimum discrimination in lower depths, or 'low' for maximum detection in deeper water; scale expansion, which can be seabed locked for the detection of fish hard on the bottom or transmission locked for a detailed examination of a layer at any depth between the surface and the seabed; telemetered trawl information, with a record showing fish echoes above and below the trawl headline, together with surface and seabed echoes. All this information is available at any one time on the same chart. W.G. is available in a choice of systems to suit any vessel. In addition a c.r.t. scale expansion unit can be added, which can be seabed locked for demersal fishing or transmission locked for pelagic fishing.

Omni Sonar. A simultaneous 360° picture showing on a radar type screen, the ranges and bearings, shapes, sizes and densities of the shoals around your vessel! The Omni Sonar is used for all round, long range search in excess of 2000 metres (the range scales are 0-250m, 0-500m, 0-1000m, 0-2000m, 0-4000m). It also has operational modes for more concentrated searchlight beam or directional scanning. Tilt facilities of up to 60° from the horizontal for holding shoals at short range are available, and in some modes you can have an alternative loudspeaker search facility. A high speed, robust hoist unit enables the transducer to be raised clear in a matter of seconds.

Situation Display. A panoramic view of the fishing ground electronically reproduced just as one would see it looking out of the bridge window. The whole situation can be seen at a glance; the movements of all vessels (including own vessel) within a selected range are automatically tracked, and positions, aspects, speeds and other clues to the trawling operations can be assessed merely by looking at the screen. The picture is displayed on a large 20" T.V. screen, which can be viewed at a distance with different modes for daylight or night-time conditions; by any number of people without the need of a hood or visor. Situation Display won a Queen's Award to Industry for Technological Innovation in 1975.

Some of the rest of the range...

Bottom Logs - A choice of electromagnetic, acoustic and pressure.

Type 17 radar - the fishermen's favourite - over 10,000 have now been sold - 9" or 12" displays - ranges up to 36 miles - digital range readout available.

MS44 - White line or grey line on a wide (8 1/2" inch) chart - excellent combination of fish finding and ground discrimination performance - with the BL1 forms the Kingfisher II system, with the facility to display a seabed locked or transmission locked expanded trace adjacent to the conventional trace on the recorder chart.

BL1 - part of the Kingfisher II system.

Ships Radio Station A comprehensive and reliable telegraphy/telephony system for the larger trawler - comprises a high power s.s.b. main transmitter, an s.s.b./d.s.b. main receiver, and reserve and emergency equipment - all modules designed for ease of installation and servicing - synthesised frequency control in both transmitter and receiver.

Falkland II. 120 W p.c.p. s.s.b. radio telephone - 23 channels - rugged and reliable - easy to fit - sensibly placed controls - high standard components used throughout.

All these products are backed by Kelvin Hughes Service, which is available from major fishing ports throughout the British Isles.

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Pentland Alpha and Pentland Bravo - 400 W p.c.p. s.s.b. radio telephones for compulsory and voluntary equipped vessels - easy to fit, simple to operate - long range H.F. facility in the Pentland Bravo for deep sea vessels.

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NM704. Automatic pilot for inshore vessels - maximum course error sensitivity of 1° - system includes remote steering control, choice of magnetic compass and a watch alarm approved by the White Fish Authority.

'Minch' - 2182 kHz Watch Alarm Receiver - compact, robust and splashproof.

AYR SHOW REPORT-2

New haulers just make it

THE Essex-based small boat hydraulic deck equipment firm PNP Duerr worked right up to the show date to have two new haulers ready.

A compact 14-ton pull Mk.VII hydraulic bollard unit with a new orbit motor from Danfoss was made ready the day before the show.

The head is mounted on large taper roller bearings which take the pressure and loading right at the centre of the drum. The positioning of the bearings does away with the need for a long drive

shaft. Cost of the basic unit is £560.

Just introduced into the Duerr range is a pedestal-mounted pot and line hauler of the deep-vee groove type. Controls are on a single tiller handle which stops the unit when in the centre position, starts the haul when lifted and reverses when pushed down. The pedestal needs to be bolted to a reinforced deck.

Two of these units were supplied to Guernsey recently and the hauler at the show was set to take 4 mm. line for cod. The head can be ad-

justed to take up to 4-in. pot line.

Basic price of the pedestal pot and line hauler is £502, plus £75 for the special mounting. PNP Duerr is also using the Danfoss motor — the biggest the Danish firm has ever built — for the Mk.V one-ton hydraulic winch. The overall width of the trawl winch has been reduced by 1 ft. as there is now no need for a gearbox. The basic winch costs £15,000 and one has been fitted on a Maldon, Essex, 35-footer.

Also on the stand was a model of a mechanised oyster dredger which recently went into service. The unusual twin-hull craft is 36 ft. long and has an overall beam of 18 ft. More details of this craft in *Fishing News* soon.



Now 1 ft. narrower because of a new power unit is PNP Duerr's one-ton pull trawl winch (above). The firm's pedestal pot and line hauler (right) made its debut and, also, the 14-ton pull Mk. VII bollard unit (below).



Co-ops cutting cost of fishing

MORE and more fishermen are realising the advantages of forming themselves into co-operative associations.

This is seen by the growing number of such organisations which have been set up in Scotland in the last few months.

The overall objective of the Scottish Federation of Fishermen's Co-operatives is to increase the commercial strength of fishermen under their own control on a continuing and long-term basis. Already about a dozen Scottish co-ops are members of the Federation.

The Fishing Co-operatives Trading (Scotland) Ltd. has been set up to enable co-operative associations to buy such vital requisites as oil, nets and ropes, plus other chandlery, at reduced rates.

Home sales push by C-Power

C-POWER (Marine) Ltd. offers a range of engines from 28 to 130 bhp, running at speeds from 2,200 rpm to 3,600 rpm.

For the past few years the firm has been export orientated, sending about 96 per cent of its output to overseas buyers. Now, it is moving into the home market.

During the first two months of this year it supplied more engines to UK buyers than during the whole of 1976.

The firm feels that the small fishing boat is here to stay and it hopes to establish an agency on the Scottish west coast.

After 34 years of experience in marine diesels, Mr. A. J. Shore has joined the firm as sales and service engineer to cater for the home market.

He told *Fishing News* that C-Power can supply a new engine in four weeks and provides a first class after sales service.

Three engines were on show at the exhibition. The smallest was a BMC model giving 35 hp at 2,000 rpm, while the other two were a Ford model 2712E four-cylinder engine giving continuous bhp at 2,500 rpm and a Ford model 2715E six-cylinder engine giving 108 continuous bhp at 2,500 rpm.

Whitby

Among British boats to be fitted with a C-Power engine is the 33 ft. *Rochel Claire*, which belongs to Skipper Bobby Allen of Whitby who also coxwain of Whitby lifeboat.

The wooden, transom-sterned, *Rochel Claire* was built by J. Lowther of Whitby last year and is fitted with a 2715E engine which drives the propeller through a Borg Warner 3:1 reduction gearbox.

Sperry's two new Lenaref radar reflectors comply with standards set by IMCO. The units can be useful during an air-sea search.

THE Marine Laboratory of the Department of Agriculture and Fisheries for Scotland was running a video tape of trawl gear in action.

This was the first public showing of the tape made last year which is a research tool to help scientists learn more about the action of trawl gear

and the reaction of fish to nets. Nets were towed from the lab's 78 ft. long inshore research sloop-trawler *Mara* in Spey Bay, while divers filmed.

They worked on the headlines of the nets as the 200 hp boat towed each one at three knots.

Bobbins were seen rolling over rocks and the general shape of the net could be observed with an eye to possible modifications.

The first part of the tape was of a commercially made net in action; the second showed a four-panel Lassic trawl of the Marine Lab's own design.



A "lifesaver" for the old sea-dogs walking around the show was model, Lynne, who posed on the Sea-Dog Life Saving stand. The Edinburgh-based firm showed a range of life-saving equipment, but working lifejackets, liferafts and distress flares were forgotten when she stepped onto the stand. Below: protection from fire was the theme of Anglessey Fire's display, in the fishermen's services section.

Small boat prop stock

F.A.L. Scottish Propeller Service of Buckie has become well known for its work in reconditioning and modifying propellers. Last year it handled 735 propellers.

Over 7,000 have been repaired since the firm was founded in 1961.

This year the firm has begun to stock propellers suitable for the smaller boat of 100 hp and less. This will meet the demands of the growing number of small boats in the Scottish fleet. Previously there has not been a stockist in Scotland of smaller propellers.

On display on its stand was a complete propeller and shaft assembly which will be fitted to a 32 ft. boat being built at the South Shields yard of Robsons Boat-builders.

N. J. and E. F. Ashworth of Kingbridge, South Devon, displayed its polypropylene orb and lobster pot entrances (right), but was only able to show a wooden mock-up of its new pot base. The thermoplastic base, for 30 in. diameter pots, was not ready in time for the show. A pot consisting of Ashworth entrance and dummy base, with Nantex of Weymouth plastic frame, was shown.



A FIT-IT-YOURSELF engine-room-fire system for inshore boats was being offered by Anglessey Fire Protection of Anglessey.

The package consists of a 50 lb. BTM gas bottle suitable for a 2,000 cu. ft. engine room, two high-rate vapour discharge nozzles and a control cable. Half in. copper tubing needed to connect up the system is bought locally.

The bottle is mounted on a bulkhead and the nozzles connected to pipes inside the engine room. A release handle can be fitted in the wheelhouse.

Peter G. K. Day of Anglessey Fire Protection told *Fishing News*: "It is now a change-over period from CO₂ to BTM". He explained that the traditionally-used system of carbon dioxide under high pressure involves mounting a bank of bottles weighing around 500 lb.

Switching over to BTM gas means only one 50 lb. bottle is needed for an average size inshore boat.

He said the clear BTM gas does not create a smoke hazard and has a higher af-

fluency than CO₂. It is also safer to use.

The BTM system fitted aboard the 55 ft. Anglessey boat *Venus* was recently set off accidentally — it stopped the boat's engine and put out both the diesel stove to the accommodation and a crewman's cigarette.

ONE OF the larger propulsion engines on show at Ayr was a Caterpillar D378 568 hp unit, as supplied by Caledonian Engines, Glasgow, to a large number of boats in the UK.

The engine on the stand was fitted with a variable pitch propeller of Fernholt and Glerston make.

At the fore and of the engine was a Twin Disc 6P211 PMT gearbox from which three hydraulic pumps could be powered to drive the deck machinery.

Similar installations have been fitted to the three vessels *Burton Agnes*, *Burton Pledge* and *Bishop Burton*, all owned by Newington Trawlers at North Shields. Three more vessels under construction at Evermouth Boatbuilding Co. for Newington will have similar installations.

£120 pot lifter

"THE simplest, safest, most reliable, cheapest trap hauler in the world." Trap Fishing Ltd. of Dublin claims all this for its new mini pot hauler which can be driven by most makes of low horsepower outboard engine.

The hauler made its debut at the Ayr show and it looks a certain winner, being priced at only £120. Now being widely patented, the hauler is suitable for boats from 12 ft. to 24 ft.

The managing director of Trap Fishing, William Kingston, told *Fishing News* that about two dozen of these haulers have been sold in Scotland since February, and about the same number in Ireland.

He sees a big potential for the hauler in under-developed countries where the outboard is used extensively by small fishing craft; the simple hauler could sell in thousands and cause a revolution, he said.

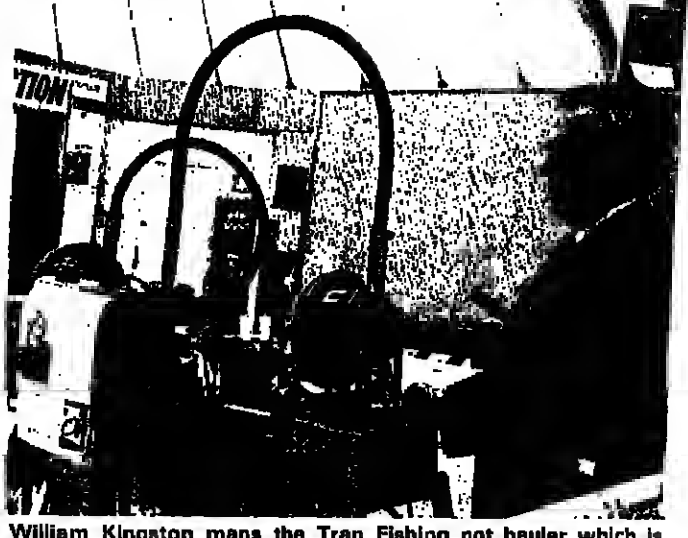
Exports have started already and the hauler is under test in Ireland by the Irish Sea Fisheries Board.

Mr. Kingston said the hauler can be driven by an outboard of 14 hp upwards and connection to the motor usually only requires a flywheel nut to be replaced.

The show models had a normal hauling power of 56lb., or 112lb. at maximum. Already the firm has decided to build a beefed-up 200lb. (maximum) model which should be in production next month.

Sheave width is adjustable and, when not in use, the hauler is simple to remove and carry away.

The hauler can be placed



William Kingston mans the Trap Fishing pot hauler which is driven by a small outboard. He believes that thousands of the haulers could be sold each year across the world.

Norway's auto reel

AN exhibitor from Norway — A.S. Fiskeritautmatikk — was displaying the Autofisher automatic lining reel and a bait cutting machine.

The 12 and 24 V d.c. Autofisher is widely used in Norway, also in Iceland and Canada. More than 2,000 units have been sold, but far fewer bait cutters.

One man can operate two 2000 Autofishers, while three or four machines would be worked by a 40-footer. Boats up to about 60 ft. have used the reels.

At present there is a five-week waiting list for the Trap Fishing hauler.

DON'T STOP

FISHING BECAUSE OF FRAYED ROPE OR BAD SPLICES

OUR UNIQUE ROPE REELS

take such things in their stride. A slot in the main flange allows damaged rope to be guided on to an auxiliary drum, without the need to stop the reels or winch.

FISHING HYDRAULICS' Rope Reels fitted in the last month to "OPPORTUNE", fishing now to "FORTHRIGHT" (making a total of 14 vessels fishing successfully with this equipment).

FISHING HYDRAULICS (Scotland) Ltd.

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Potting trials with versatile small winch

A MODIFIED Icelandic Elektra net hauler suitable for potting, netting and single and pair trawling and sailing was shown on the R. and B. Leakey stand.

South Western Mechanised Fishing of Stoke Fleming, near Dartmouth, Devon, has co-operated with the Icelandic manufacturers to produce this hauler.

It is unrivalled in the UK so far, but Chris Stacey of South Western Mechanised Fishing said he expects a hauler to go aboard a Dartmouth boat soon for potting trials. Hauling capacity is 550 lb. and the unit will be used in conjunction with an overhead gantry and hanging block.

Hla company will be selling the unit in England and, priced at £585 (£720 with hydraulic pump), it could

become a very useful and versatile hauler for boats in the 25 to 40 ft. range.

The Elektra hauler is 18 in. long and 22 in. high. Mounted on a locking swivel, it hinges inboard so that it is safely in the cover of the bulwarks when not in use.

A part-time fisherman, Sam Fowler of the Weymouth boat *Flamer*, is using an Elektra net hauler.

Divers 'ride' lab's trawl

THE Marine Laboratory of the Department of Agriculture and Fisheries for Scotland was running a video tape of trawl gear in action.

This was the first public showing of the tape made last year which is a research tool to help scientists learn more about the action of trawl gear

and the reaction of fish to nets. Nets were towed from the lab's 78 ft. long inshore research sloop-trawler *Mara* in Spey Bay, while divers filmed.

They worked on the headlines of the nets as the 200 hp boat towed each one at three knots.

Bobbins were seen rolling over rocks and the general shape of the net could be observed with an eye to possible modifications.

The first part of the tape was of a commercially made net in action; the second showed a four-panel Lassic trawl of the Marine Lab's own design.

